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[The ADMIRALTY have given
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Battalion of 1,000 men, who will be
strictly limited to Public School or
University Men and who will serve
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Training is now going forward.
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apply at once to
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Hongkong Daily Press.

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Phone 27.

No. 18,114.

號四十四百一千八萬一第

日五初月五年辰丙

HONGKONG, MONDAY, JUNE 17TH, 1916.

一拜禮 號五月六年五國民華中

PRICE, \$2 PER MONTH.

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TO DEPART
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June 6th.—Straits, Ceylon, Durban,
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KAMO MARU.

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on the last page of this issue.

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Hongkong, 6th December, 1914. 119

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TIME TABLE.

WEEK DAYS.	
7.00 a.m. to 8.00 a.m.	Every 15 minutes.
8.00 " " 10.00 " "	" " 10 "
10.00 " " 11.00 " "	" " 10 "
11.30 " " 12.45 p.m.	" " 15 "
12.45 p.m. to 1.15 " "	" " 10 "
1.15 " " 1.45 " "	" " 15 "
1.45 " " 2.15 " "	" " 10 "
2.15 " " 2.45 " "	" " 15 "
2.45 " " 3.10 " "	" " 10 "
3.10 " " 3.15 " "	" " 10 "
4.50 p.m. to 9.00 p.m.	Every 15 minutes.
9.00 " " 11.00 p.m.	Every Half-Hour.
11.00 p.m. to 11.45 p.m.	Every Quarter-Hour.
SUNDAYS.	
7.45 a.m. to 10.30 a.m.	Every 15 minutes.
10.30 " " 11.00 " "	" " 10 "
11.30 " " 12.00 noon	" " 10 "
12.30 noon to 2.00 p.m.	" " 10 "
2.00 p.m. to 3.00 p.m.	" " 15 "
3.00 " " 4.00 " "	" " 10 "
4.00 " " 5.00 " "	" " 15 "
5.00 " " 6.10 " "	" " 10 "
6.10 " " 6.15 " "	" " 10 "
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Extra Car at 12 Midnight.	

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Hongkong, 1st October, 1914. AGENTS. 139

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FAR EAST AND EUROPE IS STILL VIA THE
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Time Table from May 1st, 1916, until Further Notice.

Owing to the War the THIRTEEN-WEEKLY EXPRESS TRAIN SERVICE has been
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11.30 a.m.	11.30 a.m.	11.30 a.m.	11.30 a.m.
1.15 p.m.	1.15 p.m.	1.15 p.m.	1.15 p.m.
3.00 p.m.	3.00 p.m.	3.00 p.m.	3.00 p.m.
4.45 p.m.	4.45 p.m.	4.45 p.m.	4.45 p.m.
6.30 p.m.	6.30 p.m.	6.30 p.m.	6.30 p.m.
8.15 p.m.	8.15 p.m.	8.15 p.m.	8.15 p.m.
10.00 p.m.	10.00 p.m.	10.00 p.m.	10.00 p.m.
11.45 p.m.	11.45 p.m.	11.45 p.m.	11.45 p.m.

* Express Train Time is 23 minutes faster than the S.M.R. Time.
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The Way to Win, by W. Le Quex \$ 30
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Verdun to the Vorges, by Gerald Camp-
bell ... 8 50
Poetry for Children, by Kenneth
Grahame ... 2 40
Introduction to the Study of International
Relations ... 1 60
There was a Crooked Man, by Dolf
Wyllarde ... 80
Medical and Veterinary Entomology,
by W. B. Herms ... 13 50
The Diplomacy of the Great War, by A.
Ballard ... 5 20
Japanese Expansion and American
Policies, by J. Francis Abbott ... 6 20
Needlework without "Specimens," by G.
P. Clayton ... 2 75
Pitman's Business Girls' Handbook ... 1 20
Pitman's Reporters' Assistant ... 2 05
Pitman's Company Secretarial Work ... 80
Pitman's Shorthand Clerks' Guide ... 1 20
The Young Knights of the Empire, by
Sir B. Baden Powell ... 80
The Self-Discovery of Russia, by J. Y.
Simpsen ... 4 50
Continuous Current Engineering, by A.
Hay ... 5 20
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"The R. al Kaiser" ... 1 60
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The Bright Eyes of Danger, by John
Foster ... 2 75
COWLES' INDUCTIVE COURSE
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NAVY CUT,
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1 and 1 1/2 lbs. Tins. 14

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NOTICE IS HEREBY GIVEN that the
THIRTY-FIRST ANNUAL
ORDINARY GENERAL MEETING of the
Company (since its registration) will be held
at the HONGKONG HOTEL, Hongkong, on
FRIDAY, the 9th day of June, 1916, at Noon,
for the purpose of receiving the Report of
the General Managers together with a
Statement of Accounts to the 31st December,
1915.
The REGISTER OF SHARES of the Com-
pany will be CLOSED from TUESDAY, the
6th June, to SATURDAY, 10th June, 1916,
both days inclusive, during which period no
Transfer of Shares can be registered.
Hongkong, 5th JUNE, 1916. A. S. WATSON & CO., LTD.

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THE post of MEDICAL OFFICER in the
port of CHINKIANG, China, is falling
vacant at the end of September next.
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Secretary, BRITISH MUNICIPAL COUNCIL,
Chinkiang. 742

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SMOKELESS POWDER and CHILLED
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No. 2, Pender Street, Hongkong.
Hongkong, 23rd May, 1916. 618

NOTICE.

ANY EUROPEAN, Non-Asiatic or Indian
desiring to leave the Colony should apply
in writing for permission to do so to the Captain
SUPERINTENDENT OF POLICE, at least
48 hours before the intended hour of departure,
giving name, nationality, age, sex, height and
occupation of the applicant and stating the
name of the steamer or other vessel or the
train by which the applicant wishes to
leave. Applicants should apply in person for
their passes at the CENTRAL POLICE STATION
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ENGINES, with three cylinders of
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three large directing boxes, one reducing
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chest with valves, one bulkhead flange for
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Fifteen Minutes from Principal Landing
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LARGE and COMFORTABLE DINING
ROOM facing the sea. Cuisine under
experienced supervision. Terms moderate.
For further particulars, apply to—
THE MANAGER,
Macau.

Tel. Add. "Phoenix," Macau.
1st February, 1916. 121

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The only European Hotel in
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THE BEST MEDIUM-PRICED HOTEL
in the City. Near to everything, and
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American or European Plan.
Rates 34 and 36 per day.
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SAVOY.
A. B. BIDDLE,
Manager.

work out its own remedy for the conditions it has created, or, if special circumstances render the agreement change an immediate national abandonment its principles.

THE WAR.

FURTHER DETAILS OF NAVAL FIGHT.

WHOLE GERMAN BATTLE FLEET ENGAGED.

BRITISH TRENCHES SEVERELY ATTACKED.

GALLANTRY OF CANADIANS.

VERDUN BATTLE ENDING.

NAVAL ACTIVITIES.

[THROUGH REUTER'S AGENCY.]

THE GREAT NAVAL BATTLE.

LATEST DETAILS.

ENTIRE GERMAN BATTLE FLEET ENGAGED.

LONDON, June 3rd.
The Associated Press were informed at the Admiralty that the latest reports from Admiral Jellicoe and Rear-Admiral Beatty had caused feelings of elation. They may be summarized as follows:—

"We went out within enemy waters seeking a fight. Our inferior fleet engaged the entire German Battle Fleet and forced them to return to harbour and abandon any enterprise they may have contemplated."

AN EYE-WITNESS STORY.

COPENHAGEN, June 3rd.
The Captain of the Danish steamer *Næsby* has arrived here. He witnessed the battle off Jutland. He said that he was ninety-five miles west of Hæst Holm when a few small British warships appeared pursued by the German Fleet. Suddenly the British vessels turned westwards, being heavily shelled. A few minutes later many British battle cruisers appeared from the west and north and attacked the Germans, who were reinforced by numerous warships coming from the south along the west coast of Jutland. The most fierce fight began. The sky was filled with smoke, the sea was in uproar, and shells were falling around the *Næsby*, which was several miles away. Owing to the violence of the cannonade the crew of the *Næsby* were unable to stand on the deck. At length the Germans fled southwards with the British pursuing. Suddenly several British warships appeared from the west and then the German fleet divided, scattering mines.

Fishermen who have arrived at Esbjerg state that they saw a cruiser sunk by a mine fifty miles north-west of the Blavandshuk lightship.

GERMAN ADMISSIONS.

AMSTERDAM, June 3rd.
The most important admission in a Berlin semi-official statement is that the whole of the High Seas fleet was engaged in the Skagerrak naval battle. Vice-Admiral Scheer was in command of the German forces, which also included the older German ships-of-the-line battle cruisers, all the light units of the North Sea fleet, and also destroyer and submarine flotillas.

Vice-Admiral Hipper commanded the reconnaissance forces, which first gave battle to the British battle cruisers and light cruisers at five in the afternoon. Subsequently the whole fleets participated, and a day battle lasted till nine in the evening. Then a night battle was developed, being in the nature of several destroyer attacks.

NAVAL DESPATCH.

The British Admiralty is informed officially that the entire British Battle Fleet, except the *Marlborough*, was coalled and refitted for sea service within a few hours after its return to harbour.

[THROUGH REUTER'S AGENCY.]

FORTY-FIVE TO ELEVEN.

A Captain stated yesterday that the German fleet numbered forty-five vessels, including vessels of the largest types. The British fleet which was seen pursuing the Germans numbered eleven, and subsequently eight other British ships appeared firing heavily. The sea was smooth and many sailing vessels passed through the firing line.

ZEPPELINS AND AEROPLANES PARTICIPATE.

COPENHAGEN, June 4th.
The *L 24*, five other Zeppelins and several aeroplanes participated in the battle. The *L 24* was hit several times, and lost much gas, and staggered to the Schleswig coast by throwing everything overboard. Many of the crew were wounded.

This Zeppelin was first reported as being the *L 64*.

VESSELS WHICH SCARED THE GERMANS.

Information from Edinburgh shows that the four battleships of the Grand Fleet which appeared at the critical juncture in the battle were the *Valliant*, *Barham*, *Malaya* and *Warspite*.

The fight then took a different complexion, and the British crews were most disappointed when the enemy fled. The British at daybreak had to return to their bases, the enemy having disappeared.

"QUEEN MARY" SANK IN TWO MINUTES.

It is stated that the *Queen Mary* sank in two minutes, as a result of an explosion in the magazine.

"WARSPITE" RETURNS SAFELY.

The Admiralty denies the statement contained in a German wireless of the loss of the battleship *Warspite* and the destroyer *Acasta*. Both have returned safely.

HEAVY LOSS OF OFFICERS.

Four midshipmen from the *Queen Mary* have been saved; all the other officers are lost. The Commander of the *Invincible* and a Lieutenant have been saved; all the others are lost. All the Officers of the *Indefatigable*, the *Defence*, and the *Black Prince* were lost. All the Officers of the *Warrior* were saved.

REAR-ADMIRAL HOOD'S INSPIRING COURAGE.

Rear-Admiral Beatty, in reporting the death of Rear-Admiral Hood, says that he led the division into action with most inspiring courage.

Rear-Admiral Beatty also mentions with extreme regret the death of Captain Sowerby of the *Indefatigable*, Captain Cay of the *Invincible* and Captain Prowse of the *Queen Mary*.

"WESTFALEN" LOST.

An Associated Press wireless from Berlin, which was intercepted in London, says that the Germans admit the loss of the Dreadnought *Westfalen*.

DUTCH AND GERMAN CLAIMS.

A telegram from Rotterdam states that the Dutch papers decline to accept the German claims and ask, if the Germans were victorious, why did they retire?

[THROUGH REUTER'S AGENCY.]

FATE OF THE "SHARK."

The fate of the destroyer *Shark*, which was one of the three unaccounted for, has been cleared up by the landing at Hull from the Danish steamer *Vidar* of six of the survivors of the *Shark*.

The *Vidar*'s crew said that on Wednesday evening they saw a German cruiser sink, and later they saw a large vessel alight and heard cries for help. They lowered a boat and picked up seven men from the *Shark* which had been torpedoed five hours previously.

The Commander, whose leg was blown off, went down with his ship.

The survivors of the *Shark* state that everything on deck was swept off by gun fire except one gun, which the Commander and two men worked to the last.

MESSAGE FROM THE KING.

LONDON, June 3rd.
The King, replying to a loyal telegram of birthday congratulations from Admiral Sir John Jellicoe said:—

"I am deeply touched by the message which reaches me on the morrow of a battle which has again displayed the splendid gallantry of the Officers and men under your command."

"I mourn the loss of brave men, many of whom were my personal friends, who have fallen in their country's cause."

"I regret even more that the German High Seas Fleet, in spite of the heavy losses, were enabled by a mist to evade the full consequences of an encounter for which they have always expressed a desire, but for which, when the opportunity arrived, they showed no inclination."

"Though the enemy's retirement immediately after the opening of the general engagement robbed us of the opportunity of gaining a decisive victory, the events of May 31st amply justify my confidence in the value and efficiency of the Fleets under your Command."

RESCUED GERMANS FROM THE "ELBING."

YUVIDEN, June 4th.

Three Germans officers and fourteen men belonging to the German cruiser *Elbing* have been picked up and brought in. They state that the *Elbing* was rammed by another German warship, but one officer says the *Elbing* was split by the firing of her own guns.

VIEWS OF BRITISH PRESS.

The British Press does not seek to minimise the gravity of the losses. The loss of lives, which is estimated at 5,000, is unanimously deplored as being the most serious feature, but the papers emphasise that our position is relatively as good as it was at the outbreak of war. Our Battle Fleet is untouched, and our hold of the ocean communications of the world are unimpaired. "Such is the end of the day to which the Germans had looked forward."

GERMANS TO CELEBRATE A "VICTORY."

LONDON, June 4th.

Telegrams from Berlin show that the Germans are preparing to rejoice extravagantly over what they claim to be a naval "victory." The Kaiser is expected at Wilhelmshaven to-day, to welcome the battered fleet. The houses have been decked with flags, and celebrations in the schools have been ordered. But apart from the German losses, which are much minimised in the Berlin *communiqué*, the crucial fact of the engagement is that the proud German High Seas Fleet was trying to come out and was held up by British battle cruisers and forced to return to port, refusing battle with our main fleet. The German assertion that they fought superior forces is an invention obviously circulated to satisfy the German public. Only four British battleships were engaged.

NEWS IN NEW YORK.

NEW YORK, June 3rd.
A German wireless brought the first news of the naval battle to New York, causing a break in stocks, but later the British statement of facts started a rapid recovery and most of the losses were made up before the close.

FRANCO-BELGIAN FRONT.

[THROUGH REUTER'S AGENCY.]

BRITISH SEVERELY ATTACKED.

GALLANTRY OF CANADIANS.

LONDON, June 4th.
General Sir Douglas Haig, in a *communiqué*, states:—Very severe fighting has continued unceasingly south-east of Ypres between Hooge and the Ypres and Menin railway. The enemy, following up last night's initial advantage, pushed his attacks at night and succeeded in pushing through the defences to a depth of 700 yards in the direction of Zellebeke. The Canadians, who are holding this sector, counter-attacked at seven in the morning and succeeded in gradually driving the enemy from much of the ground he had gained. The Canadians behaved with the utmost gallantry in counter-attacking successfully after a heavy and continuous bombardment. The enemy losses were severe, and many German dead were abandoned.

General Mercer and General Williams of the 3rd Canadian Division, who were inspecting the front trenches yesterday during the bombardment, are missing.

Opposite Reccrey a small party raided a German line last night, bringing back prisoners after a sharp engagement, in which the German trench party suffered casualties. We bombed several German dugouts and raided an enemy trench south-west of Augres last night, disposing of the garrison above ground. We also bombed five dugouts, retiring without loss. There has been much artillery activity to-day at Loos.

FIERCE GERMAN ATTACKS. DESPITE HEAVY LOSSES.

PARIS, June 3rd.
5.25 p.m.

A *communiqué* states:—On the left of the Meuse our positions at Hill 304 and our second lines were subjected to a severe bombardment. On the right of the Meuse the struggle continues in the Vaux Fort sector with the same desperation. All the enemy attempts against our trenches to the west and east were repulsed. The Germans multiplied their furious assaults against the Fort itself, despite the ravages caused in their ranks by our artillery and machine-guns, which drove the foe back time after time. Nevertheless, in the course of the night parties of the enemy penetrated a fosse north of the Fort, in the interior of which we are holding out vigorously.

VIOLENT BOMBARDMENT.

PARIS, June 4th.
1.30 a.m.

A *communiqué* states:—On the right bank of the Meuse there has been no infantry action. The artillery duel has continued in a most violent manner on the Thiaumont Farm and Vaux front, but the situation has not changed at Vaux Fort. The enemy has not attempted to develop the advantage he gained last night. Our second lines on the right of the Meuse were bombarded.

BATTLE OF VERDUN.

NEARING AN END.

PARIS, June 3rd.

The battle of Verdun is culminating, and the result of the gigantic struggle now appears to be already in our favour, says a French semi-official *communiqué*. The only explanation of the enemy's stubbornness, despite terrific losses, is that he is obliged to finish as quickly as possible in order to delay, if not to prevent, the Allied offensive.

MORE VESSELS SUNK.

The British steamers *Golconda* and *Elmgrove* have been sunk.

The former was bound for Calcutta, and five of the crew are missing.

LATER.

One hundred and thirty of the crew of the *Golconda*, nearly all lascars, have been landed. Some were badly injured. Four are missing, including the steward.

ITALIAN FRONT.

[THROUGH REUTER'S AGENCY.]

THE AUSTRIAN OFFENSIVE EVERYWHERE "STOPPED DEAD."

ROME, June 3rd.

A *communiqué* states:—The enemy offensive has continued uninterruptedly, but it was everywhere stopped dead. There has been an intense bombardment at Posina and Torrey. The enemy violently attacked the Posina heights but was everywhere repulsed with heavy losses. North-east of Cengio the position at Belmonte changed hands repeatedly, and eventually it was brilliantly recaptured and held by the Italians. Enemy aircraft bombed Ala, Verona, Vicenza, and Schio, doing only the slightest damage. Six persons were wounded. The Italians dropped a hundred bombs on encampments in the Astico valley. Good results were observed and the airmen returned unharmed.

GENERAL.

[THROUGH REUTER'S AGENCY.]

ALLIES STRONG ACTION AT SALONIKA.

MARTIAL LAW PROCLAIMED.

SALONIKA, June 4th.

The Allies have occupied the telegraph offices, the Prefecture, the Port and Customs, simultaneously taking extensive precautions to prevent the possibility of opposition. The Commanders of the Gendarmerie and the Police were relieved of their functions, and martial law has been proclaimed.

TWO ZEPPELINS DESTROYED?

COPENHAGEN, June 3rd.

Fishermen state that they saw two Zeppelins destroyed off the west of Denmark on the afternoon of the 1st inst. The airships were shot at and burst into flame.

BIRTHDAY HONOURS LIST.

LONDON, June 3rd.

The List includes the following:—

Order of Merit.—The Right Hon.

Arthur James Balfour, P.C.

Military Cross.—H.R.H. the Prince of Wales.

Viscounty.—Lord Reading (Lord Chief Justice).

Peers.—Mr. George Coats, the thread manufacturer; Sir Kenneth Crossley, Bart., Chairman of Crossley Bros., Ltd., and Crossley Motors, Ltd.; The Right Hon. Sir Arthur Nicolson (Permanent Under-Secretary at the Foreign Office).

Privy Counsellors.—Dr. Addison, M.P. (Under-Secretary to the Ministry of Munitions); Mr. C. W. Bowerman, Labour M.P. for Deptford; Mr. J. A. M. Macdonald, Liberal M.P. for Falkirk; Mr. F. B. Mildmay, Unionist M.P. for Totnes; Sir Harry Samuel, Unionist M.P. for Norwood Division of Lambeth since 1910.

G.C.M.G.—Sir Cecil Spring-Rice, British Ambassador to the United States; Sir Arthur Young, Governor of the Straits Settlements.

K.C.M.G.—Mr. Charles Murray Macleod, C.B., C.M.G., British Minister at Teheran. Hon. K.C.M.G., His Highness Tunku Mohamed of Negri Sembilan.

C.M.G.—Mr. Giles, British Consul General at Nanking; Colonel Malcolm Baronets.—Sir Max Aitken, M.P., who is Canadian representative at the Front in France; Mr. A. P. Du Croc, Unionist M.P. for Hastings; Mr. Bertram Falle, Unionist M.P. for Portsmouth; The Hon. E. T. W. Fiennes, Liberal M.P. for Banbury; Mr. Arthur Pearson.

Knight.—Mr. Agg Gardner, Unionist M.P. for Cheltenham; Mr. George Greenwood, Liberal M.P. for Peterborough; Mr. R. Pearce, Liberal M.P. for Leek, the protagonist of the Daylight Saving Bill; Mr. G. H. Radford, Liberal M.P. for Ilkington, E.; Mr. G. T. Beilby, F.R.S., etc., Scientific Director of Chemical Works in Great Britain and abroad, for his services on the Inventions Board; Mr. T. A. Cook, Editor-in-Chief of the *Field*.

Promotion.—Promoted General, Lieutenant-General Sir W. R. Robertson, Chief of the Imperial General Staff.

[BRITISH FOREIGN OFFICE CABLE.]

A REVIEW OF WHOLE SITUATION.

AUSTRIAN OFFENSIVE IN TRENTINO.

LONDON, June 1st.

The Austrian offensive in the Trentino shows a slight pause, but this is believed to be due to the necessity for the Austrians to bring up heavy artillery. Curiously enough, the Austrians have been most successful in the most difficult region, namely, the mountainous country between the two valleys of the Adige and the Brenta, along which their two wings are attacking.

The *Times* Military correspondent, Colonel Repington, explains that it is probable that the limited Trentino communications were first reserved for launching the central attack. This proving unexpectedly successful, the wing attacks, especially the left wing, were left considerably behind.

The Italians in the centre are now back to their main defences, namely, two groups of fortifications at Arseiro and Asiago respectively.

During the fortnight that has elapsed since the beginning of the offensive great numbers of reinforcements have been rushed up. It is believed that it was not found necessary to weaken for this purpose the strength of the Isonzo Army. Colonel Repington still believes the Austrians can launch a second attack from the Isonzo, where they have 23 Divisions, without withdrawing any Divisions from the Russian front. So far no attack on the Isonzo has materialised.

PROGRESS OF VERDUN BATTLE.

The Battle of Verdun continues. When the Germans took Cumieres village experts predicted that the French would fall back to their main defences on the west bank of the River Meuse. Hitherto, though the Germans launched three attacks on a large scale, they have been unable to drive the French from their advanced positions on Dead Man Ridge. The losses of the enemy have again been heavy. The losses of the French, on the contrary, except on one day, when the Germans claimed to have captured a considerable number of prisoners, were not heavy.

The Germans brought up two Divisions from the British front, besides other troops from the reserves.

IN THE ASIATIC THEATRE.

In the Asiatic theatre, north of the Armenian Taurus, each side is apparently holding the other in check.

South of the mountains the Turks have been hurrying reinforcements along the Bagdad railway to Bagdad, and have pushed out a fairly strong column to Rawanduz, where one Russian force is advancing. Neither side has yet announced any conflict in this direction.

ENEMY COMMANDS APPROACHES TO KAVALLA.

A Bulgarian force, with some German engineers, have occupied the Greek forts commanding the approaches to Kavalla, the port which the Bulgarians desired after the Balkan War but Greece took. So far there has been no further advance. The Anglo-French force at Salonika is believed to be very large, and to be well supplied. It has just been reinforced by the reorganised Serbian Army from Corfu, all longing to be up and at the Bulgarians.

[Telegrams received on Saturday, and published in an "Extra" on Sunday, will be found on page 6.]

THE ENGLISH SPIRIT.

A GERMAN TRIBUTE TO THE FREEDOM.

In an article on "The Country of Adventurers" the *Kölnische Zeitung* draws an interesting comparison between the spirit of England and Germany. The writer tells his readers that on a pane of glass in the museum at Greenwich he discovered one day an inscription which had been written by General Gordon. "England was made by her adventurers." He then proceeds to develop this theme by the history of the English buccaniers and the English colonists since the beginning of the sixteenth century. Raleigh, Drake, Clive, Warren-Hastings, Rajah Brooke, General Gordon, Cecil Rhodes—these are the types of British adventurers whom he takes, and he is bound to admit that there is no one to equal them in the history of Germany. England did not always treat her adventurers well. But she knew how to take full advantage of anything that they did.

"The ideas and the thoughts of these adventurers have passed into the conception of English statecraft, and may be noted in all that she does. As in every other sphere of practical life, the English and the German points of view are completely opposed in this respect. To the English mind the State is not a fixed proposition, it is not his 'creed,' nor is it the object of his devotion. To him the State is simply the sphere in which his activities can have free operation. Therefore it must not limit him too much; it must not demand too much of him. It must on the whole demand fewer duties than the rights which it concedes to him. Now that is an idea which is entirely opposed to the whole conception of Prussian German statecraft. The Anglo-Saxon German takes no trouble for its citizens when they leave their homes, nor does it look after the individual. It sends its children into the broad world, with its thousand possibilities and it says to them: 'Look after yourselves; I won't put any obstacle in your way.' It is therefore quite useless for the two nations, German and English, to discuss political morality or freedom or any other subjects of this kind. They simply do not understand one another. England could not become great by discipline; Germany could not attain her greatness by limitless freedom."

On the pane of glass in Greenwich you may see clearly written the words: "England was made by her adventurers."

5% Exchequer Bonds.

To the Directors of Business Firms.

"A Directorship never carried such a privilege as this—to help the country in its hour of need."

THE WAR will be won by

MAN POWER and

MONEY POWER. Business

firms have helped toward furnishing

man power by liberating their staff

and workman to fight and by

assisting their dependents.

They are now asked to help to

give their country MONEY

POWER.

Companies have reserve funds

which they will want for extension

of business after the War. The

Government asks them to lend

their country that money to-day

to carry on the War.

THE MORE MONEY THE

GOVERNMENT GETS THE

QUICKER THE WAR WILL

BE FORCED TO A SUCCESS-

FUL ISSUE.

The Government asks the money

for five years and offers 5 per cent.

interest. The security is the Con-

solidated Fund of the United King-

dom.

On the 1st December, 1920, all

the money lent will be repaid in full.

There will be no depreciation to

write off in the Company's balance

sheet. The 5-year Exchequer Bonds

at 5 per cent. are the safest invest-

ment for reserve funds. These

Bonds carry a high rate of interest;

they can always be turned into cash,

and the full return of the money is

guaranteed at a given date.

A Directorship never carried such

a privilege as this—to help the

country in its hour of need.

Will Directors call a special Directors' Meeting, so as to make the investment with the least possible delay?

"THE TIMES" says:

"NO ADVERTISEMENT CAN EXAGGERATE THE EXCELLENCE OF THE FIVE PER CENT. EXCHEQUER BONDS, REDEEMABLE AT PAR IN 1920, EITHER AS AN ABSOLUTELY SAFE SECURITY FOR CAPITAL, OR AS A DIVIDEND-PAYING INVESTMENT."

THE WAR.

The following cables were received on Saturday night and typed in our Early Morning Extra yesterday.

NAVAL ACTIVITIES

[THROUGH REUTER'S AGENCY.]

BIG NAVAL FIGHT OFF JUTLAND.

HEAVY LOSSES ON BOTH SIDES.

LONDON, June 2nd.

It is officially announced that a Naval engagement occurred on Wednesday off Jutland. The brunt of the battle was borne by the Battle-Cruiser Fleet, some cruisers, and light cruisers, supported by four fast battleships. Among these the losses were heavy.

The battle-cruisers *Queen Mary*, *Indefatigable*, and *Invincible*, and the cruisers *Defence* and *Black Prince* were sunk. The *Warrior* was disabled, was towed for some time, and ultimately had to be abandoned by the crew.

It is known that the destroyers *Tipperary*, *Turbot*, *Fortune*, *Sparrowhawk*, and *Ardent* were lost, and six others are unaccounted for.

No British battleship or light cruiser was sunk.

The enemy's losses were serious. At least one battle-cruiser was destroyed, and one was severely damaged.

One battleship is reported to have been sunk by our destroyers during a night attack.

Two light cruisers were disabled and probably sunk.

The exact number of enemy destroyers disposed of cannot be ascertained with any certainty, but it must have been large.

Aided by the low visibility the German Battle Fleet avoided a prolonged action with our main forces, and soon after these appeared on the scene the enemy returned to port, though not before inflicting severe damage from our battleships.

TRAULERS' RESCUE WORK.

LONDON, June 3rd.

Dutch trawlers and tugs are arriving at Rotterdam, Ymuiden, and the Hook of Holland with small numbers of dead, wounded, and unwounded, picked up from the Naval battle.

GERMAN OFFICIAL STATEMENT.

AMSTERDAM, June 3rd.

A German communiqué admits the loss of the small cruisers *Wiesbaden* and *Pommern*, while the small cruiser *Franke* and some torpedo-boats are missing.

It declares that the Germans picked up the two sole survivors of the *Indefatigable*, and that three British destroyers were sunk, including the *Nesler* and the *Albatross*.

CRIPPLED ENEMY DESTROYERS.

COPENHAGEN, June 3rd.

Ten German destroyers passed through the Little Belt in a southward direction very slowly. One was so damaged that it was unable to proceed till fetched and taken in tow by an undamaged destroyer.

PARTICULARS OF SHIPS ENGAGED.

Following are particulars of some of the ships mentioned above:—

BRITISH:—

Queen Mary:—Battle-cruiser, completed 1913; displacement 27,000 tons; main armament eight 13.5 inch and sixteen 4-inch; speed 32.7 knots.

Indefatigable:—Battle-cruiser, 1911; 18,750 tons; eight 12-inch and sixteen 4-inch; 19 knots.

Invincible:—Battle-cruiser, 1909; 17,250 tons; armament and speed same as *Indefatigable*.

Defence, *Warrior*, and *Black Prince*:—First-Class Cruisers, completed 1903, 1907, and 1906 respectively; 13,550 tons displacement; armament—*Defence*, four 9.5 inch and ten 7.5 inch; others six 9.5 inch and four 7.5 inch; speed, 22 knots.

Fortune, *Sparrowhawk*, and *Ardent*:—Destroyers, "K" Class; 931 tons, three 4-inch guns.

GERMAN:—

Derfflinger and *Lutzow*:—Battle-cruisers, completed 1911, 12; 28,000 tons; eight 12-inch and twelve 6-inch; speed, about 30 knots.

Kaiser Class:—It is not quite clear whether by this is meant the Kaiser class of pre-Dreadnoughts or the more modern ships the *Kaiser*, the *Friedrich der Grosse* and the *Kaizerin*. The former are almost obsolete ships, having been completed from 1895 to 1908, and are of 9,450 tons, with an armament of four 9.4-inch and fourteen 6-inch guns. The other three ships are Dreadnoughts of 24,700 tons, completed in 1909-10, and carrying ten 12.2 inch and fourteen 6-inch guns.

Wiesbaden and *Pommern*:—Neither of these figure in the latest reference books available, and are therefore, presumably, quite new ships. A battleship of the latter name was torpedoed and sunk off Danzig Bay in the Baltic by a British submarine many months since.

Franke:—This light cruiser, of 3,571 tons, was supposed to have been destroyed by a submarine in the Baltic last summer.

ADMIRALTY ANNOUNCEMENT.

LONDON, June 3rd.

The Admiralty announces that we lost altogether eight destroyers.

One enemy battleship of the *Kaiser* class was blown up in an attack by British destroyers, and another Dreadnought battleship of the *Kaiser* class is believed to have been sunk by gunfire.

Of three German battle-cruisers, two of which are believed to be the *Derfflinger* and the *Lutzow*, one was blown up and another was heavily engaged by our Battle Fleet and was seen to be disabled and stopping. The third was observed to be seriously damaged.

One German light cruiser and six German destroyers were sunk, and at least two more German light cruisers were seen disabled. Repeated hits were observed on three other German battleships. Finally a German submarine was rammed and sunk.

REAR-ADMIRAL HOOD'S FATE.

LONDON, June 3rd.

The *Times* understands that Rear-Admiral the Hon. Horace Hood, C.B., flew his flag in the *Invincible*, as second in command of the Cruiser Squadron.

BRITISH STEAMERS SUNK.

LONDON, June 3rd.

The British steamers *Tweedmouth*, *Julia Park*, and *Lady Ninian* have been sunk.

The *Baron Vernon* has also been sunk.

FRANCO-BELGIAN FRONT

[THROUGH REUTER'S AGENCY.]

THE VERDUN STRUGGLE.

FURTHER ENEMY ASSAULTS.

PARIS, June 2nd.

To-day's communiqué says:—There was a most violent bombardment on the whole front at Verdun. On the right of the Meuse the battle continued to vary with extreme stubbornness on the whole front from Thiaumont Farm as far as Damloup.

Enemy assaults in the Thiaumont and Douaumont region were repulsed.

South of Fort de Douaumont the Germans penetrated the southern part of Caillette Wood, and reached Vaux Road, but all his attacks in the region of Vaux and Damloup were broken, with the heaviest losses.

On the left of the Meuse we advanced 100 metres in the enemy's communication trenches south of Caurettes Wood, between which and the village of Cumieres an enemy attack was stopped by our fire before it could debouch.

Our air squadrons scattered an enemy squadron attempting to re-bomb Bar-le-Duc. A Fokker and another enemy machine were felled.

MAGNIFICENT FRENCH RESISTANCE.

CONTINUAL ENEMY ATTACKS IN COMPACT MASSES.

PARIS, June 3rd.

The evening communiqué says:—On the left bank of the Meuse both artillery were most active in the sector of Hill 304 and between Mort Homme and the Meuse.

The Germans, on the right bank, attempted between Vaux Pond and Damloup village a powerful offensive, which continued all day. Continual attacks with compact masses succeeded each other, but the magnificent resistance of our troops held the upper hand.

West of Fort de Vaux, our counter-attacks, replying to every German attack, prevented any enemy progress. The fighting in front of Fort de Vaux, which the Germans sought to capture at all costs, attained unprecedented fury. Assaulting columns were mown down by our guns and machine-guns, and suffered enormous losses. Enemy masses sent up as reinforcements were caught by the fire of our heavy batteries and were thrown back in disorder towards Dieppe.

The enemy, in the sector of Damloup, at the foot of the Meuse heights, succeeded in penetrating to the village, of which we hold the greater part.

The artillery duel continues very fiercely on the whole front on the right of the Meuse.

TRENCHES PENETRATED.

SHARP FIGHTING IN YPRES SALIENT.

LONDON, June 3rd.

General Sir Douglas Haig, in a communiqué, says:—Sharp fighting occurred in the Ypres salient to-day on a front of 3,000 yards between Hooge and the Ypres-Comines railway. The Germans opened an intense and sustained bombardment at 9.15 a.m., extending along the above-mentioned front and to the area behind.

The enemy's infantry attacked at noon, and succeeded in penetrating our front trenches at several points, but were repulsed elsewhere.

The enemy's artillery slackened at 6.30 p.m. Fighting continues in this locality.

We exploded mines on Vimy Ridge last night, and, with the combination of the artillery, penetrated the German trenches at a few points. Our infantry subsequently withdrew.

The German communiqué's assertion that strong English forces were repulsed at this point is incorrect.

There was much fierce work in the clear weather that prevailed yesterday. An enemy machine was brought down after a fight in the air, and was burned after falling to the ground.

Another was driven down and damaged. One of our balloons was driven by the wind into the enemy lines, but the occupants landed in our lines by parachutes.

ITALIAN FRONT.

[THROUGH REUTER'S AGENCY.]

GREAT AUSTRIAN EFFORTS.

BATTLE BECOMING MORE DESPERATE.

ROME, June 3rd.

A communiqué says:—The battle between the Adige and the Brenta is becoming more desperate, especially along the Posina Torrent, and in the Selte Commune zone. Violent repeated attacks by the army at Posina were repulsed with enormous losses.

The enemy made furious efforts with great forces against the Italian wings, but were unable to advance a foot.

The fighting on the Selte Commune Plateau was most desperate as far as Asiago.

The Italians are still masters of the Lower Plateau of Monte Cengio, where they are resisting incessant attacks.

THE AUSTRIAN PRESSURE ON ITALY.

LONDON, June 2nd.

Asiago and Arsiero (mentioned in an Austrian communiqué yesterday) are not the plateaux which the Italians still hold, but small towns half-a-dozen miles within the Italian frontier, at the head of roads leading to Vicenza.

RUSSIAN FRONT.

[THROUGH REUTER'S AGENCY.]

THE RIGA-DVINSK LINE.

GERMANS ATTACK NEAR JACOBSTADT.

PETERSBURG, June 3rd.

A communiqué says:—The Germans at three o'clock on Thursday morning suddenly opened fire from rifles, machine-guns, trench-mortars, big and light guns north-west of Jacobstadt. The infantry thrice attacked, but after passing their entanglements were thrown back to their trenches by our fire.

The enemy artillery was very active in the vicinity of the Dvinsk position. An enemy attack south of Smorgou was repulsed.

TURKISH OFFENSIVE IN ARMENIA.

EFFORT TO BREAK RUSSIAN CENTRE.

PETERSBURG, June 2nd.

The Karga Bazar mentioned in the telegram of May 31st as the place where the Turks are endeavouring to break the Russian centre is situated fifty miles south-west of Erzerum, and the same distance north-west of Mush.

It is calculated that the enemy, including Germans and Austrians, number 10,000. They include troops from Constantinople, Macedonia, Syria and Gallipoli.

The Russians hold a strong position past the Bingolagh chain, which they crossed after the capture of Erzerum.

The Germans are sending constant reinforcements to Asia Minor.

A Turkish communiqué says the Turks attacked the Russians at Mamahatur on a front of twelve miles.

THE BALKANS.

[THROUGH REUTER'S AGENCY.]

INVASION OF GREECE.

PEOPLE FLEEING BEFORE GERMAN-CLAD BULGARS.

LONDON, June 2nd.

A Salonika telegram states that 25,000 Bulgars entered Greek territory, some of them being clad in German uniforms.

The Greek inhabitants of the border districts are fleeing southwards as far as Seres, spreading panic by reports of rape, murder and pillage.

BULGARIAN MUNITION DEPOT ROMBED.

SALONIKA, June 2nd.

An aeroplane raid on Porto Legos caused an explosion in a Bulgarian munition depot.

GENERAL.

[THROUGH REUTER'S AGENCY.]

BRITISH ADVANCE IN EAST AFRICA.

LONDON, June 3rd.

General Smuts reports that the position of Niocheni, mentioned in a message on the 31st May, was assaulted and carried on the 30th May with slight loss. The enemy retreated from Nkomazi station, blowing up a bridge, and leaving a train in our hands. Our columns are continuing to advance.

HUGE INCREASES TO AMERICA'S NAVY.

WASHINGTON, June 3rd.

The Naval Appropriation Bill, which has passed the House, authorises the construction of five battle-cruisers, four scout-cruisers, ten destroyers, 50 submarines, and 120 aeroplanes.

IRISH NEGOTIATIONS.

SPECIAL CONFERENCE OF ULSTERMEN.

LONDON, June 2nd.

A Special Conference of the Ulster Unionist Council has been summoned for 8th inst. It will be attended by delegates from all parts of the province. Sir Edward Carson will address them.

The Right Hon. Herbert Samuel arrived at Dublin and conferred with Sir Robert Chalmers.

[THROUGH REUTER'S AGENCY.]

PARLIAMENT ADJOURNED.

LONDON, June 2nd.

The House of Commons has adjourned until June 20th.

MR. CHURCHILL RELINQUISHES COMMISSION.

LONDON, June 3rd.

The *Gazette* announces that Major Churchill relinquishes his temporary Lieut. Colonelcy on ceasing to command a Battalion of the Scots Fusiliers.

KAISER ON EASTERN FRONT.

AMSTERDAM, June 3rd.

A Berlin official announcement says that the Kaiser is visiting the Army Groups on the Eastern Front.

BIRTHDAY HONOURS.

LONDON, June 2nd.

The *Gazette* contains 46 pages of Birthday Honours.

FOR SERVICES IN THE FIELD.

K.C.B.s.—Major-Generals Kiggell, Fowler, Dugane and Heath.

C.B.s.—Lieut.-Colonels S. H. Climo, C. H. Beville, R. T. Ridgway, J. L. Gordon, G. W. Robinson, all of the Indian Army.

C.M.G.s.—Major-General Cookson, Colonels G. E. Tinsley, A. W. Wingate, W. C. Walton, S. B. Grimston, Lieut. Colonel F. G. Bradley, W. E. Branbury, H. I. Palmer, R. M. Edwards, Majors L. C. Jones, J. R. Gausson, C. T. E. Pritchard, and L. H. Abbott, all of the Indian Army.

Promoted Major-Generals.—Colonels A. S. Cobbe and G. de S. Barrow.

There are many promotions to brevet rank, and a large number of Distinguished Service Orders and Military Crosses.

INDIAN HONOURS LIST.

C.B.s.—Colonels L. C. Dunsterville, F. W. Cox and Hugh Kennedy.

Knighthoods.—Clement Simpson, Madras, Stanley Reed, Rajaji J. M. abedji Tata, F. H. Stewart, C. W. Chitty, A. W. Binning, and R. S. Hight.

The list of rewards granted to Indian officers and men of the Indian Army for Distinguished Service in the field will be announced at the end of the month.

FUNERAL OF GENERAL GALLIENI.

TAXIS WHICH SAVED PARIS IN PROCESSION.

PARIS, June 2nd.

The funeral of General Gallieni was a most imposing one.

Vast crowds witnessed it. President Poincaré headed the cortege, a feature of which were the numerous taxicabs in which General Gallieni brought up troops to the battle of Oureq, through saving Paris.

Lord Kitchener and General Sir Douglas Haig sent wreaths.

The Minister of War, in an oration at the Invalides, emphasised the deceased's colonial war, comparing it with that of General Dupleix.

IMPORTANT WAR WORK.

WAR OFFICE'S REQUIREMENTS.

LONDON, June 2nd.

The War Office announces that in order to free younger men for field service, it wants a thousand physically fit married attested men over thirty-five years of age for important war work in Great Britain, the pay being 8d. an hour. The men will not be under military control. The nature of the work is not stated.

STABILISING EXCHANGE IN AMERICA.

NEW YORK, June 2nd.

The fifty-million dollar credit arranged by London banks for half a year last December for the purpose of stabilising exchange has been extended for a further twelve months at 5 per cent.

INDUSTRIAL POSSIBILITIES OF INDIA.

NEW ERA OF DEVELOPMENT.

LONDON, June 1st.

Professor Wyndham Dunstan, in a paper read before the Society of Arts on the work of the Imperial Institute for India, drew attention to the possibilities of the extension of the tanning and paper-making industries in India.

The Institute was now able to play an important part in the new era of development.

Lord Islington, who presided, emphasised the necessity of applying scientific means to manufactures.

SOLDIERS' PETS.

When the Germans overran Belgium and Northern France, thousands of dogs—mostly draught animals—were turned adrift. Who has not heard of the dogs of Ypres? says a writer in the *Manchester Guardian*. They now know the soldiers' meal-time so well that they congregate in companies around each cookhouse, ready for their share. They are comfortable, well-fed animals by this time, sunning themselves among the ruins and well content with their lot. But at first, gaunt and starved, they lurked in the back-ground, too terrified to approach a man. At night they ranged the camp stealing whatever they could, and at daybreak retreating to their lairs. At last one more daring than the rest crept out, a terrible hunger making him bold. He snatched at the food thrown down. Others followed his example, until the gay call of the bugler now means a scamper of padding feet and an army of dogs gathering to be served with the remains. Pathetic stories are told of the faithfulness of some of these dogs. One tiny pet-dog—a mere handful of silken hair and pathetically big eyes—comes daily for food to one of the billets, but attempts at friendship are resented by a sudden snarl and a tiny bundle of black fur dashes swiftly away. A soldier followed the tiny mite to its retreat. In the heart of a ruined house, the shattered roof denuded by starlings, the little dog lives in what had once been a beautifully furnished boudoir, and still sleeps on a soiled, shell-torn cushion in the heart of the ruin, waiting for the return of his mistress.

Dogs are to be found everywhere in the long battle-line sleeping under the guns and wagons. One battery has twenty. They take cover in the most natural manner, and wait until the white flag has passed before venturing out again. The small dog who is a good rat-ter has a princely time, and is very carefully looked after by the company to which he belongs. A sacrilegious sight, from a foxhunter's point of view, was the training of young foxhounds as rat-ter when the order went forth that the scratch packs at the front had to be broken up. One foxhound pup, smuggled across by an officer, was given to a non-com of a battery. Now the bound, full grown, with a splendid voice, is the champion rat-ter of an army corps, and kills a fabulous number of rats daily. It is to be feared that if the good dog comes back to these shores he will insist on hunting rats instead of the fox.

Cats, of course, figure largely among soldiers' pets. They have a remarkable disregard of danger. They seem to prefer the trenches to the rest of the lines. A cat will sit and clean herself on the top of a parapet, and only retreat when a bullet or shrapnel splutters close at hand and upsets her toilet arrangements. The whistling and shrieking of shells is commonplace, but to be spluttered with mud or sand in the middle of washing one's face provokes indignation, snarls, and a very fluffy tail. The arrival of a family of kittens is an event of immense importance, and many a small cat sharing a soldier's home in Britain first opened its eyes upon the muddy surroundings of a trench "somewhere in France" and was brought home tucked inside a tunic or a kit-bag.

There are several tiny hen-yards in dug-outs if the searcher knows just where to look. But it is in the wagon lines of the artillery that the weirdest pets are to be found. A Q.M.S. whose resting hours were disturbed by the "father of all rats" ended by making friends with the foe. Now that Q.M.S. has only to sit down in his "store" and whistle, and the rat will emerge from his hole and promptly jump upon his knee. At another wagon line the swallows and martins built last year in the barn used as a mess-room. They became so tame that the men could look into the nests of the martins, who came and went without troubling about the soldiers at all. Goats are too destructive to make good pets, except perhaps as mascots, but quaint stories are told of elderly goats kept by various men, and of the fearful and awful feats of the animals in the way of canvas-ripping and clothes-eating. One Tommy hid his cherished and beloved "Billy" in a neat little dug-out near his battery. The major of that battery was small and round. In the middle of one of his "orations" in the twilight gloom of a lurid day the listeners heard a crash—it sounded like the rending of wood—there was a flash of dirty white, and the little major went down like a mine. Something shot over the edge of the gun-pit. There was a sudden silence, while an indistinct, dirty-white object vanished like lightning into the space that surrounded the fire trenches in the distance. The furious major was helped to his feet. He flatly declined to believe that he had been butted out by a stray dog started by a shell. But as the goat is still missing he has no means of proving what creature assaulted him.

As a rule the captured German trenches do not yield much in the way of pets, but when some trenches were explored after a British advance the Fusiliers found a cow installed in a dug-out. The poor brute had been there so long that she could hardly walk, and her hooves had grown nine inches too long, and these projections turned up grotesquely in front. With much difficulty she was dragged up into the light of day and gently exercised, her feet being carefully doctored. Now a very happy and petted cow is led out every morning to a meadow behind a wood. A soldier watches over her, for there are other companies that would gladly commandeer that cow. In the evening she is led back to her stall, somewhere in the heart of the British lines at the front.

STYX AND ACHERON.

THE BRITISH KRUPPS.

M. A. Bashmakoff, one of the Russian journalists who recently paid a visit to England, has contributed to the *Official Messenger* of Petrograd his impressions of a great industrial centre. We are in a celebrated city. The sky is metallic—I have never seen such bronze hue of the sun-rays as here. The dismalness of the city is indescribable. Miles of streets stretch without any windows—a sort of narrow corridor between dark brick walls, behind which one hears the clash of steel, and above which hangs a black smoke, almost palpable, the celestially "palpable brown air" of Dickens. We are driving in motors to the place where the works to be inspected are situated. The city is intersected in certain parts by high black viaducts, over which trains run, which serve the numerous and widely scattered factories and works. Sometimes we drive miles and miles along brick walls, the top of which is made of ore-slag.

At last we come to the first and most amazing object of our attention, the main nest of this works of the British Krupp's. A dark cloud floats over our heads when we cross the threshold of this unearthly kingdom. A thought flits through my head from Dante or Virgil—I know not which: Where is Charon and his boat, for here is Styx and Acheron! We first inspect a long row of furnaces. What a striking contrivance for cooking! A locomotive, a crane, and a shovel with coal are combined into one ingenious apparatus. Along the front of the furnaces are constructed aerial rails on which moves an object similar to a locomotive, but not standing on, but hanging from, the rails. Behind is a mechanic, and at his least touch the whole machine rises or lowers, approaches the fire-box doors of each furnace, opens their deadly hell (into which we can only look through dark glasses), brings up a vomit of coal, raises it by means of a lever, pushes it into the fire, turns, withdraws, and again closes the gates of hell; the locomotive runs farther and feeds every monster in turn, one by one.

We go back behind the backs of the furnaces. There we see an abyss some 100 feet deep and about 380 feet wide. Below are rails on which engines move to and fro. Over our heads something gigantic and dark is floating at a considerable height with a roar, under the very steel and glass roof, which covers this black kingdom. This monster which is hanging up there and is running about in the air, as it were, is a gigantic steam crane which is connected with movable bridges extending over the entire width of the vault. The monster is transporting a colossal receptacle for molten steel which will soon be poured into it.

The moment is one of solemn tension. Over the abyss, on a little steel balcony with a scarcely perceptible balustrade, is seen a man doing something. A moment later, and from there comes down a terrible stream so intolerably hot that we do not know where to seek cover. This is a veritable Inaara (a waterfall in Finland) of molten metal. Through the dark glasses it looks like a waterfall of snowy whiteness. Forty tons of metal are being poured into the receptacle; sometimes, we are told, 80 tons are poured down. Then began hours and hours of passing marvels quick as in a cinema. Here they bring nearer to us something round, hot, and blinding whiteness, like a sun. It is subjected to an endless combing and coaxing. It splashes and smokes. It is placed under a hydraulic press. It is beaten by a terrible hammer, each blow of which equals eight tons. Willy-nilly, the little "sun," under the effect of such carresses, flattens out, becomes wider and ultimately turns into a carriage wheel.

MAKING OF GUNS.

Afterwards we are taken through the stages of manufacture of the giant 15in. guns, which adorn the super-Dreadnought the *Queen Elizabeth*. First it must be remembered that the weight of such a gun is 98 tons. The hydraulic press which has to squeeze the metal of such monsters develops a pressure of 3,500 tons, but there is another one in the works of 10,000 tons. We were shown combined steel trunks, containing potentially three 15in. guns. When such Siamese twins are disunited the boring process begins, which has for its object the formation of the barrels.

One of the essential operations which is required in order to lend to the metal the necessary degree of hardness and elasticity is to lower the giant gun, in a vertical position, into an oil bath. With this object in view special wells have been dug out, into which one descends to the depth of 70 feet by a spiral stair. The crane at work there lifts 150 tons. These works are also engaged for the Russian Government. I was shown a gun ordered by our Admiralty for a Russian Dreadnought. It is 45ft. long. The making of a big gun takes 11 months. Some idea of the importance and productive capacity of these works can be formed from the fact that they employ in their various departments scattered all over England, 75,000 workers and that they are engaged at this particular moment on the making of 1,000 guns. The firm has supplied us so far with 98 guns and has equipped our State works at Tsarskoye.

We were then taken to another establishment which produces 800 tons of munitions a week. Here we were shown the manufacture of 15in. shells. Enormous shops full of light and air, with iron and glass roofs, but partly finished. Still half of the benches are already at work, and 15in. shells are being turned out in red-hot condition by means of 2,000 tons pressure. We were shown mountains of these 15in. shells in special depots. But shells are not the only things made here. We were conducted through a glass-covered gallery where steel is made in all shapes and forms. It is said that this is the longest gallery in existence—about 12,000ft. The firm employs 12,000 workmen—no females at all.

THE NATIONAL STORE.

Lastly, we were shown the "National" store, a popular workshop made by a firm which has works also in Russia. We were shown a gigantic agglomeration of buildings covering acres. They are all (Continued on next column.)

SWITZERLAND IN WAR-TIME.

SWITZERLAND IN WAR-TIME.

WARRIORS OR NEUTRALES.

The solidarity of the Swiss nation is being intensified by the pressure of war. Surrounded by belligerents, for whom war is war, but each of whom is her friend, Switzerland becomes more and more conscious of her individuality, her aspirations, and the international necessities upon which they depend. After the affair Egli-de Wattenwyl, the scandal Behrmann, and even the bomb of Porrentruy, the people are calm and self-controlled. Like other neutrals, they have had much to bear, but that might exasperate. For instance, Germany has boycotted a number of Swiss watch and clock factories for some supposed infringement of neutrality. A chemist in La Chaux-de-Fonds ordered drugs from a German firm to the value of 701 francs 50, double that of pre-war days. He received a notice to the effect that the price had been advanced to 3,334 francs 50! The augmentation is 400 per cent., of which, as a Swiss writer observes, the Imperial Government will no doubt take its "bonne et juste part." The Federal Department of National Economy has advised all Swiss banking establishments to cease taking subscriptions to foreign loans. The *Bulletin Financier Suisse* protests against any "monopolism on the part of the Government to attempt to do as they see fit." But there does not seem to be any such attempt; the Federal Department seems to be merely safeguarding the country against "scraps of paper." Swiss money is good. Change a French 100 franc note or an English 25 note, and *vous voyez!* Switzerland is something of an object-lesson in the narrow way of neutrality. By that way comes her commerce, her livelihood (largely), and the way is hard. Her great industries of silk fabrics, watches, clocks and machines are, naturally, suffering, and the middle classes are hard hit. Living is as expensive as in England; practically about twice as much as before the war. Among the lower classes *Kriegsmittel* tickets are as usual as in a belligerent country.

HOMO ALPINUS.

For ages Switzerland has been a crystallisation of Europe, blending French, German, Italian, Austrian and Roman influences. But the base of all this is still *homo alpinus*, sturdy, round-headed, self-reliant, patient, as in the days of Julius Cæsar, and far back into paleolithic time. Why, then, has the Matterhorn, like each of its component particles, is the inevitable result of interaction between an original base of rock and the surrounding forces of Nature. Switzerland is such a result, sociologically.

In another aspect the Swiss character remains true to type. For centuries the heat and entertainer of the foreigner, *la Suisse*, of the White Cross, and the integrity of the Red, stands more than ever for the universal and preliminary of the Zurich Sec. Switzerland is full of visitors, not the old time Schweizer-fahrer, with rucksack and Baedeker, nor the Polytechnic trippers; thousands of people from the belligerent countries have come here to this "oasis of peace" to be free from war's alarms; thousands, again, have come to minister to wounded relatives, who have sought the asylum of Europe's garden and erstwhile playground. Last year 14,000 wounded soldiers, French and German, were conveyed into Switzerland by the Swiss Red Cross.

ARMY OF THE WOUNDED.

As in 1870-71 Switzerland is the host of many invalided prisoners of war. "After laborious negotiations," writes the *Journal de Genève*, "Germany and France have consented to send us French and German prisoners." Some thousands are already being cared for at Montreux, Leysin, Montana, Interlaken, the Bernese Oberland, Lucern and Davos. In a few weeks there will be further arrivals of about 6,000 French and 2,000 Germans. Under the direction of M. Hoffmann the organisation of internment is excellent. Its working is in the hands of the *medecin en chef* of the Swiss army. Non-commissioned officers and privates are placed in groups of 20 to 40 in hotels of the second class, two or three to a room. There is no armed surveillance; everything is done on parole. Certain hotels are hired for the sole use of prisoners. They have their amusements and relaxations—walks, gardening, billiards, piano-playing and singing. Amateurs give them concerts and theatricals. For these and other victims of catastrophic war Switzerland is a second home. —*Glaesener*.

of one storey, full of light, made of steel and glass with light wooden partitions. About one-half of them is still unfinished, but work is going on at full speed, and the whole will soon be completed, judging by the time it took to complete what already exists. "In August, 1915," said the engineer in charge, "when our company began negotiations with the Government, it was all fields and empty spaces here. The basis of our agreement is completely equipped establishment, the Government taking upon itself all the other expenses."

Though not all the shops are ready, they accommodate already 1,500 benches, and some shops already turn out over 21,000 shells a week. When everything is completed, the staff will amount to 2,000 men. The male department turns out 5in. and the female 5in. shells. Hosts of girls are training here like students, under the guidance of older women, dressed in bright blue uniforms. Much material is said to be wasted before the inexperienced hands learn their trade, but the number of women from all classes of society trained in this class of work is steadily growing.

This striking experiment in organization of private initiative and effort for military purposes is highly characteristic of a nation which is accustomed to do big things on private account. Here lies the reason for the pride and strength of English character.

KING ALBERT'S PRAYER.

TRIUMPH OF THE CROSS.

[BY MRS. NEISH IN THE "PALL MALL GAZETTE."]

"He was a burning and a shining light." —John v. 35.

"Je vous remercie bien, Madame, c'est fort aimable de votre part"—the Belgian moved his roller-chair a little nearer to me. I had taken some French papers to the Belgian Hostel, and this man had particularly interested me, for he had been miraculously saved from a cruel illness, and was now convalescent. He had a grave and gentle face, and smiled as he took the papers from me. "He has been so patient," said the nurse who still attended him; "you know, he got through from Belgium not so very long ago, and he had some thrilling experiences. Andre, do tell Mrs. Everstone about that time at the little church. You know, the story you told me last night." "May he talk?" I asked. "What it tire him?" "No," she said, "it will do him good; he would like to tell you about it. He was a journalist before the war, so he likes talking," she added, with unconscious irony; "it takes him out of himself. It's his present that is bad for him, because it's still filled with pain." I took a seat beside him. "Do tell me about it," I begged.

"He smiled, a little sadly. "Ah! Madame, it was a truly wonderful occasion, a miracle of man's position of soul under unheard-of conditions. I have often seen to what unfathomable depths men can sink in this war, but also to what incredible heights a man can rise." He stopped a moment and wiped the damp from his face. "Mon Dieu! it was to me a never-to-be-forgotten moment, that."

"Tell me," I urged again. "It was one morning at —. The place was in ruins, a very chaos of broken homes and wasted beauty, and the little church just nothing but a caricature of a church; the walls were there—yes, the broken walls—but the Blessed Sacrament, no, and the Blessed Virgin broken in pieces on the floor, and the pictures, they were torn away from the blackened walls. The high altar stood intact, oui, oui, c'est bien vrai ce que vous dis, Madame, que pensez-vous?—there was just one thing upright left there, alone, in the midst of that ruin and chaos—the figure of the Christ still hung there, a veritable message of hope and regeneration, for that, too, will come, yes, assuredly, it will come, the regeneration of shattered Belgium. A little group had drifted in to see the sorrowful mysteries of the rosary. They were kneeling on the broken floor; sudden they looked, and sick with despair. Ah! those devils, those devils who had destroyed their women and devastated their land, if only they could avenge themselves, if only — a look of undying hatred came into the suffering Belgian's face. "What horrors the people have suffered," he said. "Oh! what horrors! No one can understand ever here, and it's not only our country, it's our very soul that has been seared; murder and pillory, acts of wicked, senseless cruelty, whole villages decimated, and in the streets the smell of fire and decay that follows you like an ugly dream, and after Malines the vengeance, the crime, and then Louvain!" he paused, unable even to articulate his unquenchable indignation. "Ah! Madame, you have sympathy for me. I see it in your face. Is it any wonder that I, who have seen these things, should be but one of many who cry to Heaven no longer for help—no, not even for justice; but only for vengeance, vengeance, vengeance."

"These people, with their stricken hearts, came day by day to implore the help of the solemn, unbroke figure of the Christ, whose arms were outstretched towards them in pity ineffable, in love, in longing. "Suddenly someone began the Lord's Prayer: 'Our Father which art in Heaven, Hallowed be Thy name; Thy Kingdom come.' The Belgian paused and wiped his face again. 'Ah! Madame, that Kingdom! how violent have been the attacks of man on the Kingdom of God!' and he continued very slowly, almost as though it were a labour to speak. "Thy will be done—these broken-hearted, but never-to-be-broken-spirited peasants were joining audibly in the prayer—'On earth as it is in Heaven. Give us this day our daily bread, and forgive us our trespasses as we forgive those who trespass against us.'"

"Madame, there was a silence terrible and conclusive as we reached these words. We had stopped by common consent, for the words that should have followed had stuck in our throats. No, no, we could never say them. "Forgive us our trespasses. Mechanically someone repeated the plea for forgiveness, and again it was followed by that bitter, solemn, condemnatory silence—a silence, Madame, more eloquent than any biting words of judgment, an involuntary silence that grew and grew and was pregnant with bitterest reflections."

"Suddenly on the unbroken figure of the listening Christ there fell a little ray of sunlight, a dazzling ray that lit the face of tender pleading, and beside me a voice pronounced these words with unfaltering grave solemnity: 'As we forgive them who trespass against us.' "Madame, I turned to the man who was this man who spoke the words; he could not speak. The voice, that left the vengeance of his desolated country to the One Who knows and can alone avenge his depths of agony—that voice belonged to our King himself, Albert of Belgium, patriot, friend, and beloved father to his people."

"I took a seat beside him. "Do tell me about it," I begged.

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Hongkong, 19th April, 1916.

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NEW ADVERTISEMENTS

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THROUGH BILLS OF LADING ISSUED FOR BATAVIA, AMERICAN, CONTINENTAL, AND SOUTH AFRICA PORTS.

THE "NAGOYA"

Captain A. E. Garwood, R.N.R., carrying His Majesty's Mails, will be despatched from this port on or about FRIDAY, the 16th June, 1916, taking Passengers and Cargo for the above Ports, in connection with the Co.'s s.s. "KINROSS," from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables and Tea and Cargo for Italy, France and London (under arrangement) will be transhipped at Colombo into the Mail Steamer proceeding direct to Marseilles and London. Other Cargo for London, etc., will be conveyed via Bombay per s.s. "NAGOYA," due in London about the 2nd Aug., 1916.

Parcels will be received at the Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to E. V. D. PARR, Acting Superintendent.

Hongkong, 4th June, 1916.

SOCIETE DES PULPES ET PAPIERES DU TONKIN

(TONKIN PULP AND PAPER COMPANY).

CAPITAL \$760,000.00.

Head Office: 21, Jules Ferry, Haiphong.

SECOND NOTICE.

NOTICE IS HEREBY GIVEN that the ANNUAL ORDINARY GENERAL MEETING of the Society of Pulpes et Papiers du Tonkin will be held at the Head Office, 21, Jules Ferry, Haiphong, on the 8th June, 1916, at 4 o'clock p.m. for the purpose of:

Receiving the Report of the Directors, Receiving the Report of the Auditor, Passing the Accounts, Electing Directors and Auditor for this year.

For the Board of Directors, (Signed) M. DANDOLO, Haiphong, 12th May, 1916.

COMMERCIAL UNION ASSURANCE COMPANY, LIMITED.

MR. EDWIN LESTER GILBERT ARNOLD has been Appointed from the 1st June, 1916, Local Manager in Hongkong of the above Company, in place of Mr. PERCY TESSER, Resigned.

W. H. TRENCARD DAVIS, Manager for China, Shanghai.

Hongkong, 1st June, 1916.

NOTICE.

THE Connection of Mr. D. K. SETHNA with our Firm having CEASED, the Power given to him to sign our Firm is hereby revoked.

CAWASSEE PALLANJEE & Co., Hongkong, 1st June, 1916.

NOTICE.

MR. H. S. ABDEALI having retired from our Firm, his interest therein ceases as from the 31st May, 1916. The Firm will be carried on by Mrs. Z. ABDULKYUM and Mr. T. A. TYEKKHAN, the remaining Partners.

H. HIPTOOLA & Co., Milliners and Drapers, 13 and 15, D'Aguiar Street, Hongkong, 1st June, 1916.

NOTICE.

NEUTER, BROCKELMANN & Co. (IN LIQUIDATION).

CREDITORS are required to send in their Claims against the above to the Underigned, St. George's Building, Chater Road, on or before FRIDAY, the 30th June, 1916.

SHEWAN, TOMES & Co., Liquidators.

Hongkong, 1st June, 1916.

NOTICE.

WM. MEYERINK & Co., H. TIMOKE.

ALL CREDITORS are requested to send in their Claims to the Underigned on or before 30th June, 1916.

ALEX. ROSS & Co., 4, Des Vaux Road, Liquidators.

Hongkong, 31st May, 1916.

WANTED.

BRITISHER Seeks Employment, temporary or otherwise. Many years' experience in the East. Excellent references and testimonials. No objection to outposts.

Apply— "X. Y. Z." Care of "Daily Press" Office.

Hongkong, 30th May, 1916.

WANTED.

FOR Singapore, CHINESE CLERK with a good knowledge of Chinese Characters; thorough knowledge of English essential; would be required mainly for translation work.

Apply— "A. B. C." Care of "Daily Press" Office.

Hongkong, 29th May, 1916.

TO LET.

OFFICES on 1st Floor, No. 3, Queen's Road Central (in Ice House Street).

Apply to— WILKINSON & GRIST.

691

HOUSES TO LET

TO LET.

PREMISES at present occupied by CHS. J. GAUPP & Co., Alexandra Buildings, Chater Road.

Apply on premises or to— LOWE, BINGHAM & MATTHEWS, Liquidators.

[705]

TO LET.

GLENSHIEL, 141, PRINCE. Partly Furnished if required; suitable for a Mess.

For all details apply to— "GLENSHIEL," Care of "Daily Press" Office.

[749]

TO LET—FURNISHED.

NO. 5, THE PEAK, SIX ROOMS and Tennis Court. Within 10 minutes of Tram.

Apply— H. A. LAMBERT.

[720]

TO LET.

OFFICES on 1st Floor, No. 3, Queen's Road Central, at present in the occupation of The China Fire Insurance Co., Ltd.

Apply to— CHINA FIRE INSURANCE Co., Ltd.

[623]

TO LET.

OFFICES in Prince's Building.

Apply to— SHEWAN, TOMES & Co., Liquidators, REUTER, BROCKELMANN & Co.

[573]

TO LET.

RAVENSHILL EAST, Park Road, containing 6 Rooms, 3 Bath Rooms, Servants' Quarters, &c. Vacant 1st November.

Apply— DEACON, LOCKER, DEACON & HARBSTON.

[30]

TO LET.

A SMALL GODOWN in PRINCE'S BUILDING.

For particulars, etc., apply— THE HONGKONG CENTRAL ESTATE, LTD.

[665]

TO LET.

From 1st May.

OFFICES, 2nd Floor, St. George's Building.

Apply to— SHEWAN, TOMES & Co.

[618]

TO LET.

A HOUSE in Kowloon Terrace.

Apply— THE HONGKONG LAND INVESTMENT & AGENCY Co., Ltd.

[37]

TO LET.

NO. 4, DES VEAUX ROAD CENTRAL, First Floor.

THE COMMODIOUS DWELLING HOUSE, with Offices, Servants' Quarters, etc. No. 14, SHAMSHAN, CANTON, from 1st June, at present in the occupation of the Imperial Russian Consulate.

Apply to— DAVID SASSOON & Co., Ltd.

[415]

TO LET.

TWO ROOMED-FLATS in Nathan Road Kowloon.

THREE ROOMED-FLATS in Munshway's Buildings, Kowloon.

FOUR ROOMED-FLATS in May Road with every modern convenience, including English Bath and Kitchen Ranges, Hot Water and Water Carriage System. A few flats specially designed to accommodate three bachelors at reasonable rentals. Immediate possession.

FOUR ROOMED HOUSES in Gordon Terrace and Salisbury Avenue, Kowloon.

Apply to— HUMPHREYS ESTATE & FINANCE Co., Ltd. Alexandra Buildings.

[692]

TO LET.

OFFICES at 2, Connaught Road.

HOUSE in CLIFTON GARDENS, Conduit Road.

NO. 1, HILLSIDE, THE PEAK. GODOWNS, at Wanchoi.

NO. 1 and 2, WEST END TERRACE, CANTON.

Apply— THE HONGKONG LAND INVESTMENT & AGENCY Co., Ltd.

[32]

TO LET.

NO. 5, MOUNTAIN VIEW, PEAK. CRAIGMIN EAST, 160, THE PEAK.

Unfurnished. 4 ROOMED FLAT to let at the PEAK. KELLET CREST, 65, PEAK.

NO. 141, WANCHAI ROAD, Large and Spacious Godown.

"SHORNCLIFFE" Garden Road, to let. Furnished, 6 Rooms.

"WOODBURY," No. 4, Hankow Road, Kowloon, from 1st Mar, 1916.

"GLENSHIEL," No. 141, Plantation Road, Peak.

"HARTING," Austin Road, Kowloon.

No. 6, BELLIOS TERRACE.

No. 25, BELLIOS TERRACE, with entrance on Conduit Road.

TWO GODOWNS in Duddell Street.

No. 2, DES VEAUX VILLAS, PEAK, Unfurnished.

NO. 59, THE PEAK (CAMERON VILLAS).

Apply to— LINDSEAD & DAVIS.

2nd Floor, Alexandra Buildings.

[33]

INTIMATION



BY APPOINTMENT.

WATSON'S DRY GINGER-ALE.

FRAGRANT. AROMATIC. DRY.

Its "Dryness" is a feature which has helped to give this drink the popularity it so well deserves.

PINTS \$1.20 PER DOZ. SPLITS 70 CTS.



A. S. WATSON & CO., LTD.

AERATED WATER MANUFACTURERS.

TELEPHONE 436.

[13]

MARRIAGE.

PARROTT-ROBINSON.—On April 21st, 1916, at Shepherds' Bush, London, A. E. H. PARROTT, of D. Coy., 8th Cadet Battalion, eldest son of Dr. and Mrs. Parrott, Shanghai, to DOROTHY, daughter of Mr. and Mrs. ROBINSON, of Shepherds' Bush, London.

HONGKONG OFFICE: 10A, DES VEAUX ROAD, C. LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, 5th JUNE, 1916.

THE NAVAL BATTLE.

The first meagre reports of the naval battle which took place off the coast of Jutland on Wednesday caused a certain feeling of consternation. It was not doubted, of course, that the British Navy had played its part well and had maintained its glorious traditions, but it seemed certain that our ships had been taken, in some way, at a disadvantage and had suffered cruel loss without being given the opportunity of exacting corresponding payment from the enemy. Incomplete reports are open to the objection that they often convey a wrong impression. Even now, we have not full details to hand, but there is sufficient information to show that our Battle Cruiser fleet has been severely tested and has passed through the ordeal most creditably. No wonder there is a feeling of elation in England at the latest reports from Admiral JELlicoe. Our ships went into enemy waters seeking to fight. They met the entire German Battle Fleet, engaged them for more than four hours in a desperate conflict and forced them to return to harbour and to abandon any enterprise they may have contemplated. It is inevitable under the circumstances that our losses should be heavy, and they are deplorable, but the Germans have been taught a lesson which they will not readily forget. For the major portion of the time they had by far the greater force at their disposal, and were held in check, and it was only the mist that eventually enabled them to evade once more the full consequences of the encounter "for which," as His Majesty says, "they have

always professed a desire, but for which when the opportunity arrives they show no inclination." Our battleships appeared on the scene a little too late to do any great damage, but they are still waiting and some day their time will come.

The fighting commenced in the Skagerak at 5 o'clock in the afternoon, when a German reconnaissance force first met our ships, and it gradually developed until the whole German fleet came into action. When our main forces hove in sight, however, the enemy adopted the tactics to which we have grown accustomed. They began to retire, fighting as they went, and, aided by the bad light and a rising mist, they managed to escape destruction. We were thus robbed of a decisive victory but as the KING proudly says in his message to Admiral JELlicoe: "The events amply justify my confidence in the value and efficiency of the fleet at your command." Our ships coming from the west were at a disadvantage, as they would stand out clearly upon the horizon against the setting sun whilst the Germans would be practically hidden. These were the conditions prevailing when Admiral CRADOCK engaged VON SPEE's

squadron off Coronel with such disastrous results more than a year ago, and in view of the statement regarding the low visibility of the German Battle fleet there seems every likelihood that there was a similarity in the relative positions of the ships on this occasion. Whilst the British fleet is maintaining a blockade of the German coast and the German ships have a safe refuge behind their mine areas, it has, of course, to be recognised that all the advantages lie with the enemy. They dash out when their airship scouts warn them that they can do so with impunity and scuttle back to cover when danger threatens. In this case, however, they appear to have waited long enough to inflict very heavy damage, and while they have had to pay for their temerity it seems doubtful whether their losses were fully equal to our own. We have lost three battle cruisers aggregating 63,000 tons and three first class cruisers with a displacement ranging between 13,500 and 14,000 tons each, aggregating, say, about 42,000 tons, and eight destroyers of, roughly, 1,000 tons each—a grand total of about 113,000 tons. The toll of life on the British side must also have been very heavy, for the big ships would carry 1,000 men each and there is only news of "small numbers of dead, wounded and unwounded" being picked up by Dutch trawlers and tugs. Indeed, it is known that all the officers of the *Queen Mary*, *Invincible*, *Indefatigable*, *Defence*, and *Black Prince*, with the exception of the Commander and a Lieutenant of the *Invincible* and four midshipmen from the *Queen Mary*, have been lost. Against these figures the Germans are known to have lost the battleship *Westfalen*, of 19,300 tons, a battleship of the *Kaiser* class—we will assume of 24,000 tons displacement; one battle cruiser of 28,000 tons, one light cruiser and a submarine. It is, however, believed that another battleship of the *Kaiser* class was sunk by gunfire, and it was observed that two other battle cruisers were damaged, and at least two German light cruisers were seen to be disabled. Under these circumstances further reports of German losses may not unreasonably be expected.

A mail for Europe via Siberia closes to-day at 3 p.m.

A *Gazette* notice states that the Lai Hoo Musical Club has been exempted from registration under the Societies Ordinance.

The *Gazette* announces that Certificates of Origin will be required for every place in Norway, Sweden, Denmark, Holland and Switzerland.

It is notified that the Holy Cross Church, Shaukiwan, has been added to the list of places licensed for the solemnization of marriages.

H.E. the Governor has been pleased to appoint Messrs. R. Sutherland and F. H. Thomas to be 2nd Lieutenants in the Hongkong Volunteer Reserves, with effect from May 29th.

Maxim Gorky, the great Russian writer, is coming to the Far East. We learn, adds the *Peking Daily News*, that M. Gorky will first visit Japan. M. Gorky's real name is Alexis Pieschkoff, and he is expected in Japan shortly.

Capt. Arthur Dobbs, son of Col. Dobbs, of Bray, Ireland, who was married last year to the daughter of Mr. John Lambert, Lloyd's Surveyor in Hongkong, is reported wounded and missing in Mesopotamia. Capt. Dobbs was attached to the 74th Punjab while in Hongkong.

Under instructions from the Secretary of State for the Colonies, H.E. the Governor has been pleased to recognise M. Paul Kromer as being in charge of the Spanish Vice-Consulate in Hongkong. The King's Exequatur, empowering Senor Don Anibal Puccio to act as Consul for Peru in Hongkong, has received His Majesty's signature.

H.E. the Governor has been pleased to appoint his honour Mr. H. H. Gompertz to act as Chief Justice, Mr. F. A. Hazeland to act as Puisne Judge, Mr. J. R. Wood to act as First Police Magistrate and Coroner, and Mr. G. N. Orme to act as Second Police Magistrate, during the absence on leave of his honour Sir William Rees Davies, or until further notice.

BANK NOTES IN CIRCULATION

The returns of the average amount of Bank Notes in circulation and of Specie in Reserve in Hongkong, during the month ended 31st May, as certified by the managers of the respective banks, are as follow:—

Banks.	Average Amount.	Specie in Reserve.
Chartered Bank of India, Australia and China	\$ 8,053,977	5,000,000*
Hongkong and Shanghai Banking Corporation	24,777,161	20,000,000
Mercantile Bank of India, Limited	1,073,578	550,000†
Total	\$33,904,714	\$5,550,000
* Sterling Securities deposited with the Crown Agents valued at \$1,350,000.		
† Securities with the Crown Agents \$268,040.		

THE KING'S BIRTHDAY.

COLLECTION FOR BELGIANS BY HONGKONG BOY SCOUTS

Despite the unpropitious weather, the Hongkong contingent of Baden Powell's Boy Scouts were busily engaged on Friday and Saturday in selling small Union Jacks, the whole of the proceeds of which will be devoted to the fund for Belgian Children and Blind Soldiers.

On Friday the sum of \$79.19 was collected, and on Saturday the handsome sum of \$324.15 was raised. The Fox Patrol collected \$74.32, and the 1st Hongkong Troop collected \$249.83.

In connection with the collection the Boy Scouts beg to acknowledge with thanks the receipt of the following donations:—Mr. N. J. Stahl, \$100; Sir Robert and Lady Ho Tung, \$10; Hon. Mr. Lau Chu Pak and Sons, \$10; Mr. A. B. Crew, \$10; Mr. Ho Kom Tong, \$5; Rev. G. M. Spada, \$5; A Friend of Belgian Children, \$5. The Scouts also thank Messrs. Norton & Co. and the Hongkong Printing Press for printing the flags free of cost; and the Victoria Cinematograph and the Bijou Cinema Theatre for allowing Boy Scouts to sell flags before the performances and during the intervals.

The fund has not yet been closed, and all contributions will be most gratefully received by Scoutmasters Edwards and Braga, at 8, Pedder's Hill.

The parade postponed from last Saturday will probably take place next Saturday, weather permitting.

ISO FOR MR. NG FUK SHAN

His Excellency the Governor has received the following telegram from the Secretary of State for the Colonies:—

"It gives me much pleasure to inform you that His Majesty has been graciously pleased to approve of an Imperial Service Order for Mr. Ng Fuk Shan."

Mr. George Ng Fuk Shan entered the Government service on July 1st, 1874, as a clerk, and retired last year. During the last seven years of his service he was Higher Grade Clerk and Accountant in the Police Department. As far as can be ascertained Mr. Ng Fuk Shan is the first Chinaman in the Colony to receive this distinction. Two others who have the Order are an Armenian and a Portuguese.

PURSE "SNATCHER." SENT TO PRISON FOR TWELVE MONTHS.

At the Magistrate's on Saturday a Chinese was charged with purse snatching.

The evidence went to show that on Friday evening Mrs. Warren Smith alighted from a ricksha and proceeded up Pedder Street, and whilst passing the money-changer's opposite the Hongkong Hotel a Chinese in bare feet crept up behind her and snatched from her wrist a ladies' handbag containing articles and money, to the total value of about \$600. The thief pulled so hard that the chain by which the bag was suspended from the lady's wrist was broken, and immediately he had gained possession of it he made off, closely followed by an Indian constable, and several Europeans. The delinquent had got almost as far as Messrs. A. Tack's, in Des Vaux Road, when he ran into the arms of an Indian watchman who was successful in securing him.

A previous conviction was proved against defendant, who, it was stated, had previously been convicted of larceny and had been banished for five years in 1909.

His worship sent the man to prison for twelve months, ordered him to receive twenty-four strokes with the birch during the first six months, and also to be placed in the stocks for four hours on the last day.

COMFORTS FOR THE TROOPS.

The following two letters have been received from Matron D. Millicent C. Michell, No. 27, General Hospital, Abbasia, Cairo, dated the 6th and 29th April, respectively:—

"We have received through Colonel Gordon Hall a case of comforts for our outpatients from the Hongkong War Hospitals Supply which we are most grateful for. We have just started this hospital for. We have just started this hospital and are therefore doubly glad of such useful articles as sheets, pillow cases, bed-covers, etc. They are most acceptable and will be much appreciated by our nursing staff at times when such things are in great request and the supplies run short. With many thanks to all kind donors, etc."

"Colonel Gordon Hall has told me I may write and ask you if it would be possible to supply any of our needs for the sick in this hospital."

"We have over 600 at present and are extending to our full 1,050 to take in patients from Mesopotamia. We get the enteries from all over Egypt and are getting dysentery too."

"Mosquito nets 6 by 3 are most useful. Thin pyjamas, sweats, pipas, marches, stationery, cholera belts."

"We are constantly being asked for towels and wool, as the men love making belts, in fact anything like this to keep them employed when lying in bed, sometimes for weeks at a time. Razors and strops are very difficult to obtain."

"We have a lovely hospital here. It was the Egyptian Police schools, and has adapted itself splendidly to its present purposes."

In answer to the above appeal, the Hongkong Association of Women War Workers hopes to be able to send off a box very shortly to No. 27 General Hospital, and will be very grateful for contributions of the following, which may be sent to the Hon. Secretary at the City Hall, or to Mrs. R. C. Martin, 25, The Peak:—Stationery, old flannel trousers for making into cholera belts, canvas and wool for making belts and old razors and strops.

Materials for sheets, pillow cases, mosquito nets and thin pyjamas may be obtained at the City Hall every Tuesday morning between 10 and 12, and still more workers are requested to come and take materials as the Association is very anxious to send off a large consignment as soon as possible.

SHIPPING PROFITS. \$54,000 FROM A NEUTRAL'S ROUND TRIP.

The profits of neutral shipowners may be indicated in the case of the "record freight" of 172s. 6d. a ton which has been paid for the voyage from the River Plate to the French Atlantic ports.

It may be assumed that the vessel would carry about 4,000 tons of grain, which 172s. 6d. a ton would yield a freight of £23,675. The same steamer is understood to have loaded outwards from this country a cargo of coal at 72s. 6d. per ton. Assuming that she carried 4,200 tons coal, the outward freight would amount to £15,225, giving a total freight for a round voyage of three or four months £24,900, or perhaps nearly double what the steamer cost to build a few years ago. Her value would, of course, have been enormously appreciated at the present time.

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to MEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transshipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

PROPOSED SAILING

From Hongkong Connecting with From Colombo

ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN calling at MAURITIUS en route and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

PROPOSED SAILING

From Hongkong S.S. "JESERIO" About 15th June.

For Rates of Freight and Passage, apply to—

THE BANK LINE, LIMITED,
MANAGING AGENTS

"ELLERMAN" LINE.

(ELLERMAN & BUCKNALL STEAMSHIP CO., LTD.)

JAPAN, CHINA AND STRAITS

UNITED KINGDOM AND CONTINENT.

For LONDON ... "CITY OF LINCOLN" ... On 6th June.
LONDON ... "CITY OF VIENNA" ... On 20th June.
LONDON & SWANSEA ... "CITY OF BOMBAY" ... On 22nd July.

Steamers proceed via Suez Canal or Cape of Good Hope at Owners' option.
Subject to change without notice.
For rates of freight and further information apply to—

THE BANK LINE, LTD.,

ON TO REISS & Co., CLANTON.

Hongkong 11th April, 1916.

MANAGING AGENTS

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C. N. C. CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION

SWATOW & BANGKOK ... "KANCHOW" ... On 5th June, 10 A.M.
HAIKONG ... "KAIFONG" ... On 5th June, 10 A.M.
SHANGHAI ... "CHENAN" ... On 6th June, 4 P.M.
MANILA, CEBU and ILOILO ... "CHENHUA" ... On 6th June, 4 P.M.
TIENTSIN ... "KURICHOW" ... On 8th June, 4 P.M.
SHANGHAI ... "ANRUI" ... On 8th June, 4 P.M.

DIRECT SAILINGS TOWARD RIVER, Twice Weekly.

MANILA LINE—TWIN-SCREW STEAMERS "CHINHUA" "TAMING" and "TEAN". Excellent Saloon accommodation. Amplest Light and Power. Extra State-rooms on Deck, aft on "TAMING" and "TEAN".

SHANGHAI LINE—PARSERS, MAILS and CARGO. S.S. "ANRUI" "CHENAN" "LUCOW" "KINGCHOW" "SHANTUNG" and "SINKIANG", with excellent accommodation. Electric Light and Power in Saloon and State-rooms. Maintain a regular schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE,

Hongkong 5th June, 1916.

TELEPHONE 36.

AGENTS.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG & SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First Class Passengers, Electric Light and Fans in staterooms and Saloons and Excellent cuisine.

FOR

SWATOW, AMOY AND FOOCHOW AND RETURN.

Occupying 9 to 10 Days

STEAMSHIP CAPTAIN LEAVING
"HAIKONG" ... Capt. J. W. Evans ... TUESDAY, 6th June, at 2 P.M.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—

DOUGLAS LAPRAIK & Co.,
GENERAL MANAGERS.

Hongkong, 2nd June, 1916.

BRITISH INDIA S. N. CO., LTD.

APCAR LINE.

REGULAR SERVICE BETWEEN

CALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTS.

EASTWARD

WESTWARD

S.S. "BANGOLA" 5104 tons, Capt. H. J. Baker, will be despatched for SINGAPORE & PENANG on 5th June.

The above Steamers have excellent Saloon accommodation for Passengers and are fitted with all modern conveniences and carry a fully qualified surgeon.

For Freight or Passage, apply to

DAVID SASSOON & CO., LTD.,
AGENTS

Hongkong, 24th May, 1916.

P. & O. S. N. CO.

ROYAL MAIL SERVICE

UNDER CONTRACT WITH HIS MAJESTY'S GOVERNMENT

TO

MARSEILLES AND LONDON.

TAKING PASSENGERS AND CARGO TO STRAITS, COLOMBO, INDIA, AUSTRALASIA, EGYPT, &c.

Steamers to	Leave Hongkong	Connecting Mail	Due at	Due at
Colombo	at	Str. from Colombo	1916	1916
NAGOYA	June 16	KHYBER	July 17	July 24
NYANZA	June 30	Through Steamer	Aug. 4	Aug. 12
NELLORE	July 14	Through Steamer	Aug. 18	Aug. 27
NANKIN	July 28	Through Steamer	Sept. 1	Sept. 10
SOMALI	Aug. 11	KASAR-I-HIND	Sept. 11	Sept. 18
NOMALI	Aug. 25	MOOLTAN	Sept. 25	Oct. 3
MALTA	Sept. 8	KASHGAR	Oct. 9	Oct. 15

Passengers change Steamers at COLOMBO.
Accommodation in the connecting Steamer from COLOMBO is definitely reserved to it upon the time of Booking.
On the Australian Route Tickets interchangeable with Orient Line.

SAILINGS DIRECT TO

SHANGHAI, MOJI, KOBE AND YOKOHAMA.

S.S.

LEAVE HONGKONG ABOUT

NAGOYA ... TUESDAY, 6th June.
NELLORE ... SATURDAY, 17th June.
NANKIN ... SATURDAY, 1st July.

Passengers may travel by Railway in Japan between Ports of Call free of charge.
Return Tickets are available by Messageries Maritimes Company.
† Shanghai only.

IN ADDITION TO THE ABOVE MAIL STEAMERS, INTERMEDIATE (Non-Transshipment) STEAMERS WILL LEAVE DIRECT FOR

MARSEILLES AND LONDON.

Calling at SINGAPORE, PORT SWETTENHAM, PENANG, COLOMBO AND PORT SAID.

CARRYING 1ST AND 2ND SALOON PASSENGERS AT REDUCED RATES.

STEAMERS	Leave HONGKONG	Leave STRAITS	Due at	Due at
	about	about	if calling about	LONDON about
NOVARA	Aug. 16	Aug. 21	Sept. 20	Sept. 29

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.
All Cables are fitted with Electric Fans free of charge and each Berth furnished with an Electric Reading Lamp.

Passage Tickets interchangeable with the British India Co.
Round-the-World Tickets and Through Tickets to New York in connection with the Principal Mail Lines.

Return Tickets at fare and a half available to Europe for Two Years, or to Intermediate Ports for Six Months.

Owing to the War in Europe Steamers and Sailing dates are liable to be cancelled or altered without notice.
For Further Information, Passage Fare, Freight, Handbooks, etc., apply to E. V. D. PARK, Acting Superintendent.

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NIPPON YUSEN KAISHA.

THE JAPAN MAIL STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION

DESTINATION	STEAMERS AND DEPARTURE	TONS	SAILING DATES
LONDON via SINGAPORE, MALACCA, PENANG, COLOMBO, DURBAN, CAPE TOWN, and TENERIFE	KAMO MARU Capt. Shimizu	16,000	THURSDAY, 8th June, at Noon.
	KATORI MARU Capt. Kon	11,500	THURSDAY, 22nd June, at Noon.
VICTORIA, B.O. and SEATTLE via KEELUNG, SHANGHAI, MOJI, KORE, YOKOHAMA, SHANGHAI and YOKOHAMA	YOKOHAMA MARU Capt. Shinohe	12,800	WED'DAY, 7th June, at 4 P.M.
	SADO MARU Capt. Asakawa	13,500	TUESDAY, 27th June, at 4 P.M.
SYDNEY and MELBOURNE via MANILA, BANGKOK, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	TANGO MARU Capt. Takanaka	12,500	TUESDAY, 13th June, at 4 P.M.
	NIKKO MARU Capt. Sakoda	9,300	FRIDAY, 14th July, at 4 P.M.
CALCUTTA via SINGAPORE, PENANG and BANGKOK	CEYLON MARU Capt. Tada	10,000	THURSDAY, 22nd June, at Noon.
BOMBAY via SINGAPORE, MALACCA and COLOMBO	YETOROFU MARU Capt. K. Ogata	8,800	FRIDAY, 9th June, at Noon.
SHANGHAI and KOBE	COLOMBO MARU Capt. Nomura	9,000	THURSDAY, 14th June, at Noon.
YOKOHAMA	BOMBAY MARU Capt. Kobayashi	9,000	THURSDAY, 8th June, at Noon.
SHANGHAI, MOJI and KOBE	NIKKO MARU Capt. Takeda	9,300	SUNDAY, 11th June, at 10 A.M.
NAGASAKI, KOBE and YOKOHAMA	MISHIMA MARU Capt. S. Wada	16,000	TUESDAY, 13th June, at 10 A.M.

SOME PRINCIPAL FARES.

To London 1st Single Yen 120. Return 75%.	To London 2nd Single Yen 430. Return 60%.
To London via New York 1st Single Yen 180. Return 120%.	To London via Montreal 1st Single Yen 230. Return 150%.
To Victoria, Vancouver, Seattle, 1st Single Yen 240. Return 160%.	To Sydney, 1st Single Yen 240. Return 160%.
To Sydney, 1st Single Yen 240. Return 160%.	To Melbourne, 1st Single Yen 240. Return 160%.
To Yokohama 1st Single Yen 120. Return 80%.	To Kobe, 1st Single Yen 120. Return 80%.

ROUND-THE-WORLD, Tur No. 1-2113.8. Tur No. 2-2113.17.

For Further Information as to Freight, Sailing, etc., apply to—

T. KUSUMOTO, MANAGER.

Telephone Nos. 228 and 1941

TOYO KISEN KAISHA.

SAN FRANCISCO LINE.

VIA SHANGHAI, MANILA, THE INLAND SEA, JAPAN AND HONOLULU.

Steamer	Tons and Speed	Leave Hongkong
DAIREN MARU	9,000 — 13 knots	SUN., 18th June Noon.
PERSEA MARU	9,000 — 14 knots	TUES., 4th July 10 30 A.M.
KWANTO MARU	8,000 — 12 knots	SATUR., 8th July Noon.
KIYO MARU	17,300 — 14 knots	TUES., 11th July Noon.
TENYO MARU	22,000 — 21 knots	TUES., 18th July Noon.
JINYO MARU	8,000 — 12 knots	TUES., 25th July Noon.
NIPPON MARU	11,000 — 15 knots	TUES., 1st Aug. 10 30 A.M.
SHINYO MARU	22,000 — 21 knots	TUES., 15th Aug Noon.

† Via MANILA, Omnipot Shanghai
‡ Proceeding to South American Ports.

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† "TACOMA MARU" ... T. Hamada ... MONDAY, 19th June at 3 P.M.
* "MANILA MARU" ... THURSDAY, 22nd June, at 3 P.M.

† Omitting Shanghai and Nagasaki. * Omitting Manila and Nagasaki.

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FOR BOMBAY, VIA SINGAPORE, PORT SWETTENHAM, PENANG AND COLOMBO.

"LUZON MARU" ... WED'DAY, 7th June, at Noon.

JAVA-LINE.
FOR MANILA, SANDAKAN, SINGAPORE, BATAVIA, SAMARANG, SOERABAYA AND MACASSAR.

NITAKE MARU ... TUESDAY, 27th June, at Noon.

FORMOSAN LINE.
FOR TAMSUI, KEELUNG AND ANPING, TAKAO, VIA SWATOW AND AMOY.

† "AMAKUSA MARU" ... MONDAY, 5th June, at Noon.
* "GOSHU MARU" ... WED'DAY, 7th June, at 9 A.M.

† Proceeding to Keelung via Swatow and Amoy.
‡ Proceeding to Anping and Takao.

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EMPIRE	24th July	On 27th July, 11 A.M.

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